



260 West Exchange Street, Suite 300
Providence, Rhode Island 02903
tel: +1 401 751-5360
fax: +1 401 274-2173
cdmsmith.com

February 26, 2014

**RE: Early Environmental Coordination – Kings Highway Improvements
Section 106 Review**

Kenneth Motta, Chairman
New Bedford Conservation Commission
133 Williams Street
New Bedford, Massachusetts 02740

Dear Mr. Motta:

The Massachusetts Department of Transportation Highway Division (MassDOT) in coordination with the City of New Bedford Department of Public Infrastructure proposes to reconstruct King's Highway from the intersection with Church Street/Park Drive to Bridge No. 6036-3W3-DOT-NBI in New Bedford. It is anticipated that this project will be supported in part with federal funds and will require review, therefore, under Section 106 of the National Historic Preservation Act of 1966 as amended (36 CFR 800). The enclosed project information is provided for the New Bedford Conservation Commission's review in compliance with the regulations governing Section 106.

The project involves the design of roadway, sidewalk and traffic signal improvements on King's Highway; a distance of approximately 3,300 feet (0.60 miles). In addition, the project will consist of roadway widening to provide exclusive turn lanes, conceptual design of the highway-rail at-grade crossing, improved drainage, and improved traffic signals at up to five (5) locations. The project also includes conceptual design for a rear access roadway connecting Church Street to King's Highway and conceptual design for direct access from Route 140 at King's Highway into the Marketplace shopping plaza.

The rehabilitation will primarily occur within the existing roadway layout and therefore, the project is not expected to create adverse impacts on resources regulated by the Wetlands Protection Act (WPA) or the local by laws. Please see the attached figure for the project locations and limits.

MassDOT requests that the New Bedford Conservation Commission review the enclosed materials at their earliest convenience, and solicits any comments that the Commission wishes to make regarding this project. Written comments should be submitted to: Thomas Broderick, P.E., Acting Chief Engineer, Massachusetts Department of Transportation, Highway Division, 10 Park Plaza, Boston, MA 02116, Attn: Jeffrey Shrimpton.





If you have any questions concerning the enclosed project information, please feel free to contact Lisa Sherman (401 751-5360) or ShermanLD@CDMSmith.com. If you have any questions concerning the Section 106 process, please feel free to contact Jeffrey Shrimpton (617 973-7497) of MassDOT Highway Division's Cultural Resources Unit.

Sincerely,

A handwritten signature in black ink, appearing to read "Lauren Viera", written over a horizontal line.

Lauren Viera
CDM Smith

atts: scope of work
locus map

xcs: B. Simon, SHPO, MHC, with atts.
J. Shrimpton, MassDOT Highway Division, with atts.
L. Sherman, CDM Smith, with atts.
R. Labelle, City of New Bedford, with atts.
Z. Arruda, City of New Bedford, with atts.



**City of New Bedford, Massachusetts
King's Highway Improvements Project**

King's Highway Intersection and Roadway Improvements

Scope of Work

Project Description

Tarkiln Hill Road/King's Highway is classified as an urban minor arterial that serves as a major east-west link providing direct connection to Route 140. The primary focus of this project is to improve the capacity and safety of this section of Tarkiln Hill Road/King's Highway. To improve capacity, areas of pavement widening are proposed to accommodate exclusive turn lanes at intersections. Existing signalized intersections are proposed to have upgraded signal equipment, timings, coordination and lane layouts. Bicyclist accommodation will be provided in the form of 5-foot shoulders. ADA compliant sidewalks, wheelchair ramps and crosswalks will be provided to accommodate pedestrians. The majority of pavement rehabilitation proposed will consist of pavement milling and overlay. Pavement reconstruction will occur at intersections and areas where the pavement is in poor condition. The project length will also have new signing and pavement markings. Minor drainage work is anticipated, this will be limited to minor improvements such as remodeled catch basins and/or new structures.

Existing Conditions

Pavement

The surface condition of the roadway is in fair to poor condition along Tarkiln Hill Road/King's Highway from Church Street to the intersection at King's Plaza Shopping Center, with medium severity patching, cracking and weathering. The roadway is in good condition from the King's Plaza Shopping Center to the intersection with Mount Pleasant Street.

Cross Sectional Elements

The existing sidewalks are in fair to poor condition; ramps at the intersections and driveways are missing or do not meet the current requirements of the Americans with Disabilities Act and Architectural Access Board (ADA/AAB). Existing curbing appears to be in good condition and can be re-used but will require resetting to accommodate roadway widening. The existing pavement markings are in fair to poor condition. Existing guardrail throughout the project limits will be retained where possible unless widening requires relocation/replacement. The existing traffic signals require upgrades/adjustments and coordination.

Intersections

There are currently 5 signalized intersections within the project limits. These intersections include King's Highway and the following side streets: Fieldstone Marketplace, Route 140 entrance and exit ramps, King's Highway Shopping Center, Tarkiln Hill Road and Church Street. The majority of these intersections currently have a shared thru/turn lane on the King's Highway approach. The signals along this corridor are not currently coordinated and are in need of equipment upgrades.

The pavement markings at intersections are faded and in poor condition. Some of the intersection corners have pedestrian signal heads, but there are no marked crosswalks. ADA compliant ramps are absent, and sidewalks exist only on the south-east side of the roadway.

Proposed Conditions

Cross Sectional Elements

The proposed cross section of the roadway along the corridor will generally consist of 2-11 foot lanes in each direction, with 5 foot shoulders. There will also be a sidewalk on both sides of the roadway from the Stop and Shop Plaza to the Church Street Intersection. Sidewalk will vary in width from 5.5 feet to 7.5 feet. From the intersection of the Stop and Shop Plaza and south, there will only be sidewalk on the south-east side of the roadway.

Intersection Improvements

Widening at the intersections to provide exclusive left-turn lanes will greatly improve traffic safety and capacity. Full traffic signal upgrades at Church Street, Fieldstone Marketplace, on/off ramps to Route 140, and the King's Highway Shopping Center, will improve the existing level of service as well as traffic flow and mobility. All traffic signal installations will include emergency vehicle preemption as well as railroad preemption coordination with the highway-rail grade crossing.

Safety

The intersections of Church Street and Park Avenue, and Church Street and Tarkiln Hill Road are ranked on the 2006-2008 Most Dangerous Intersections in Southeastern Massachusetts by the (SRPEDD). The intersections of Church Street and Park Avenue and Church Street and Tarkiln Hill Road demonstrate safety problems based on the collision data. At both locations, the predominant collision manner is angle collisions. This is indicative of inadequate traffic control. This project will improve these intersections and others along the corridor by providing intersection improvements, and updated traffic signal control, coordination and pre-emption.

Highway-Rail Grade Crossing Upgrade

Anticipated improvements are expected to be made to the existing highway-rail grade crossing as part of the South Coast Rail project. As part of this project, a conceptual highway-rail grade crossing design will be developed identifying recommended railroad gate locations and a roadway profile for the grade crossing.

Rear-access Road Design

Contingent upon economic development funding, a rear access way into the King's Plaza Shopping Center is anticipated. As part of this project, a conceptual design for this access way will be developed, including an evaluation of potential environmental permitting requirements and a preliminary construction cost.